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**DISSEMINATION CONTROL ABBREVIATIONS**

<b>NOFORN-</b>	<b>Not Releasable to Foreign Nationals</b>
<b>NOCONTRACT-</b>	<b>Not Releasable to Contractors or Contractor/Consultants</b>
<b>PROPIN-</b>	<b>Caution-Proprietary Information Involved</b>
<b>ORCON-</b>	<b>Dissemination and Extraction of Information Controlled by Originator</b>
<b>REL . . . -</b>	<b>This Information has been Authorized for Release to . . .</b>

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NPIC/IEG/TFD

8 JANUARY 1985

**NEW TROPOSCATTER COMMUNICATIONS SYSTEM IDENTIFIED**  
**ULYANOVSK ARMY BARRACKS OCS AL-2, USSR (SWN)**

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1. **SIGNIFICANCE:** A NEW TROPOSCATTER COMMUNICATIONS SYSTEM WAS IDENTIFIED IN DEVELOPMENT AT ULYANOVSK ARMY BARRACKS OCS AL-2. THIS SYSTEM, IF DEPLOYED, WILL SIGNIFICANTLY UPGRADE THE COMMUNICATIONS CAPABILITIES OF THE GENERAL STAFF. THE SYSTEM HAS BEEN GIVEN THE NPIC INTERIM DESIGNATOR UT-EL-01. (TS)
2. **REMARKS:** THE SYSTEM HAS FOUR LATTICE MAST-MOUNTED CUT PARABOLIC ANTENNAS ACROSS ON OUTRIGGER-SUPPORTED TRAILERS (GRAPHIC 1). EACH TRAILER WAS CABLED TO A JUNCTION BOX WHICH WAS LINKED TO A VENTED TEST/SUPPORT BUILDING. ALL FOUR ANTENNAS WERE ORIENTED NORTH-NORTHEAST OVER THE KUYBYSHEVSKOYE RESERVIOR TOWARD LAISHEVO. THE FOUR ANTENNAS PROBABLY FORM ELEMENTS OF TWO SETS, EACH CONSISTING OF TWO ANTENNA TRAILERS AND THEIR ASSOCIATED EQUIPMENT. OTHER EQUIPMENT WHICH MAY BE ASSOCIATED WITH THE SYSTEM INCLUDED TWO UNIDENTIFIED URAL-375 BOX-BODIED VAN (BBV) TRUCKS WITH POSSIBLE CABLE SECTIONS CENTERED ON THE ROOF, ONE UNIDENTIFIED ZIL-131 BBV WITH THREE BOXES ON THE VAN ROOF, TWO P-200 SERIES BBV, ONE R-405, ONE UNIDENTIFIED GAZ-66 BBV, AND ONE UNIDENTIFIED ZIL-157 BBV WITH ANTENNAS OR OTHER EQUIPMENT STORED ON THE VAN ROOF. THIS OTHER EQUIPMENT WAS PARKED ON A SECOND NEWLY CONSTRUCTED HARDSTAND IN THE TEST AREA. THESE VEHICLES WERE CABLE CONNECTED TO A ZIL-131 PROBABLE GENERATOR VEHICLE AND A SINGLE-AXLE GENERATOR TRAILER BUT WERE NOT CABLE CONNECTED TO THE TEST/SUPPORT BUILDING. ONE TWIN EAR ANTENNA VEHICLE IN TRAVEL MODE AND ONE TWIN EAR SET IN TRAVEL MODE WERE IN THE IMMEDIATE VICINITY. THE BUILDING AND CONCRETE HARDSTANDS IN THE PARTIALLY FENCE-SECURED AREA WERE IN THE VERY EARLY STAGES OF CONSTRUCTION. THE INSTALLATION HOUSES THE ULYANOVSK HIGHER COMMAND SIGNAL SCHOOL I/N OF G.K. ORDZHONIKIDZE, ESTABLISHED IN 1970, AND OFFERING PRE-MILITARY COURSES WITH EMPHASIS ON SPECIALIZED SIGNAL TRAINING. (SWN)

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THE PROBABLE CORRESPONDENT STATION IS AT 55-23-30N 049-28-40E, OUTSIDE THE TOWN OF LAISHEVO ALONG THE BANKS OF THE KUYBYSHEVSKOYE RESERVOIR (GRAPHIC 2). [REDACTED] ONE SQUAD-SIZED AND SIX TWO-MAN TENTS WERE SET UP ALONG THE TREE LINE. ONE TWIN EAR ANTENNA VEHICLE IN TRAVEL MODE, FOUR UNIDENTIFIED BBV, ONE POSSIBLE BBV, AND ONE PROBABLE DUAL-AXLE CANVAS-COVERED TRAILER WERE PARKED ALONG THE TREE LINE. NO ANTENNAS LIKE THOSE AT ULYANOVSK WERE IDENTIFIED ON THIS DATE. (SWN)

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ANALYST'S COMMENTS: SIGNAL INTERCEPTS INDICATE THAT A SIGNAL WITH FREQUENCIES SIMILAR TO THE R-412 (TWIN EAR), BUT WITH STACKED MULTIPLEXERS AND SOME UNUSUAL SIGNAL CHARACTERISTICS, WAS IN TEST [REDACTED] IN THE LAISHEVO AREA AND [REDACTED] IN THE ULYANOVSK AREA. THE MULTIPLEXING SCHEME OF THE TEST SIGNAL WOULD ENABLE THE SIGNAL BEAM TO CARRY 24 TO 120 SUBSCRIBERS VICE THE SIX-SUBSCRIBER CAPABILITY OF THE TWIN EAR. (TS [REDACTED])

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THE TEST SIGNAL COULD HAVE BEEN GENERATED FROM EITHER THE NEW ANTENNAS OR A MODIFIED TWIN EAR. HOWEVER, THE NEW ANTENNA DESIGN CONCENTRATES THE BEAM AND REDUCES SIDELobe ACTIVITY, BOTH DESIRABLE ATTRIBUTES IN A TACTICAL ENVIRONMENT. THE MULTIPLEXING CAPABILITY OF THE SIGNAL INDICATES THAT THE NEW SYSTEM WILL PROBABLY HAVE A GENERAL STAFF ASSOCIATION, ALLEVIATING THE LOSS OF MOBILITY CAUSED BY USING A TRAILER-MOUNTED SYSTEM. THE NUMBERS AND TYPES OF VEHICLES NEEDED TO MAKE A SINGLE SET OF THE NEW SYSTEM CANNOT BE DETERMINED AT THIS TIME DUE TO THE USE OF THE TEST BUILDING. SOME OR ALL OF THE NINE VEHICLES ON THE SECOND HARDSTAND MAY BE A PART OF THE SET, OR THEY MAY ONLY BE USED AS PART OF THE TEST. THE TWIN EAR AT BOTH ULYANOVSK AND LAISHEVO MAY BE FOR COMMUNICATIONS OR THEY MAY ACT AS A CONTROL FOR THE TEST. (TS [REDACTED])

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3.

COORDINATES 54-20-12N 048-24-06E (S)  
COORDINATES 55-23-30N 049-28-40E (S)

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